NISSAN 300ZX

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Remember: *"Peace of mind is part of the deal"*



Photograph courtesy of "Motor".

300ZX AND TURBO ZX SUPERCARS

Nissan's 300ZX takes you into the exclusive supercar world – a world of very high speed, unstinting luxury, total comfort, the highest technical specifications, and looks which turn heads wherever you go.

Nissan are the world's third largest car manufacturers and are at the forefront in the development of new manufacturing techniques and the use of advanced technology in cars.

Their ZX series are the world's best-selling sports cars – and now the 300ZX in normally-aspirated and Turbo forms has arrived to put Nissan's big sports car range even further ahead of the rest.

The Nissan 300ZX has an all-new, aluminium alloy V6 engine which was developed specifically for this car, with the fixed design targets of combining very high power output with smoothness and refinement, and providing a unit which is both light and compact.

In normal form it is the essence of quiet smooth operation, and effortlessly takes the 300ZX to very high cruising speeds. Add a turbocharger and a whole new dimension is apparent – lightning acceleration throughout the range which makes overtaking a joy, and a top speed of 155 miles per hour.

With performance on that scale you need the highest standards of handling, steering and braking. The 300ZX meets the challenge with room to spare. It has all-independent suspension, adjustable shock absorbers on the Turbo, and power-assisted steering which gives progressively less assistance as the car's speed rises so that you always feel what the tyres are doing. It has massive disc brakes on all four wheels, and it sits on low profile tyres which have outstanding grip, wet or dry.

And it provides all this while cossetting driver and passengers in real luxury.

ZX style – dramatic and efficient

Nissan stylists found a winning formula with the early ZX cars and subsequent models have developed the theme.

The 300ZX retains the Targa roof feature of its predecessor but in every other respect is a new design with a unique, dramatic appearance.

Black polypropylene bumpers and front "chin" spoiler contrast with the colour of the sharply sloping bonnet. On Turbo models there is an additional air scoop. The windscreen wipers are recessed below the bonnet line to emphasise the smooth, uncluttered shape.

The Targa roof is flush-fitting and the aerodynamic lines are continued round the rear hatch to the spoiler.

Nissan 300ZX doors open very wide to allow easy entry and exit for front and rear seat passengers. The all-black bumper theme is continued with black polypropylene body side mouldings which accentuate the dramatic styling.

The half-retractable headlights were chosen by the designers to combine excellent aerodynamic qualities with the need for rapid headlamp warnings when the car is being driven at high speeds. The halogen headlamp is lit the moment the driver operates the flasher control, and continues to shine as the headlamp is raised. Side lights and indicators are built into the bumpers to protect them. The front and rear spoilers are deformable.





Nissan realise the 300ZX driver expects every available control at his finger tips, and luxury items as standard fittings. The 300ZX has the lot.

The instrument binnacle directly in the driver's line of sight has speedometer and rev counter dials, plus water temperature, and fuel gauges. Two further instrument pods to the left have boost pressure (on the Turbo), and oil pressure gauges. In addition there are warning lights for low fuel, transmission oil temperature (on the Turbo), low brake fluid, and seat belts not fastened.

Lights and wipers are controlled by stalks on either side of the steering column, and a further stalk provides the "set", "cancel" and "resume" facility for the cruise control. On either side of the instrument binnacle, piano-key switches control rear screen wash/wipe, heated rear window, the cruise control master switch, rear fog light, headlamp retraction, and hazard warning flashers.

The gear lever or automatic transmissions selector is on the centre console, with the controls to adjust the door mirrors, and on the Turbo the switch which electronically adjusts the shock absorbers settings.

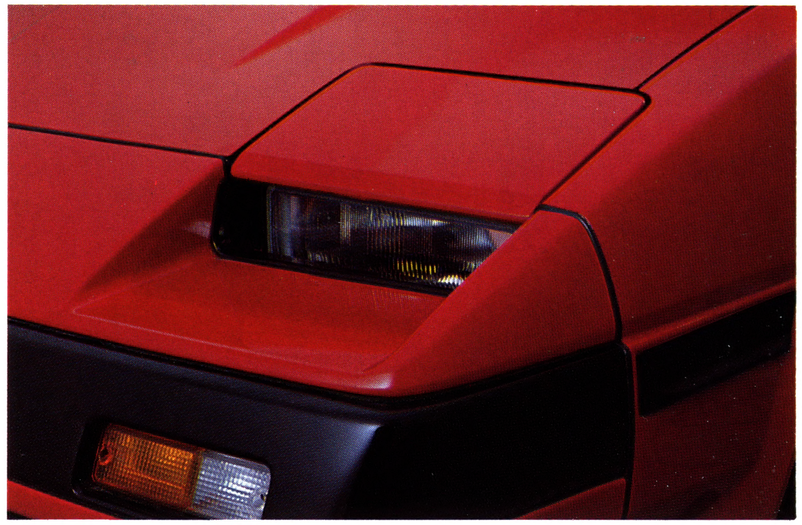
Centre facia are the heater controls (or air conditioning, when fitted), and a three waveband, seek-and-scan stereo radio with four speakers, and a cassette deck. The radio receives VHF, LW and MW frequencies, has a memory for those stations most often tuned to, and an electronic scan to find the strongest signal.

Nissan 300ZX seats are superbly comfortable and both front seats have excellent fore-and-aft adjustment. The driver's seat has lumbar adjustment, height adjustment and an inflatable cushion to vary thigh support. There are door pockets, a glovebox and console bin.





Seek-and-scan radio and cassette player



Headlamps retracted



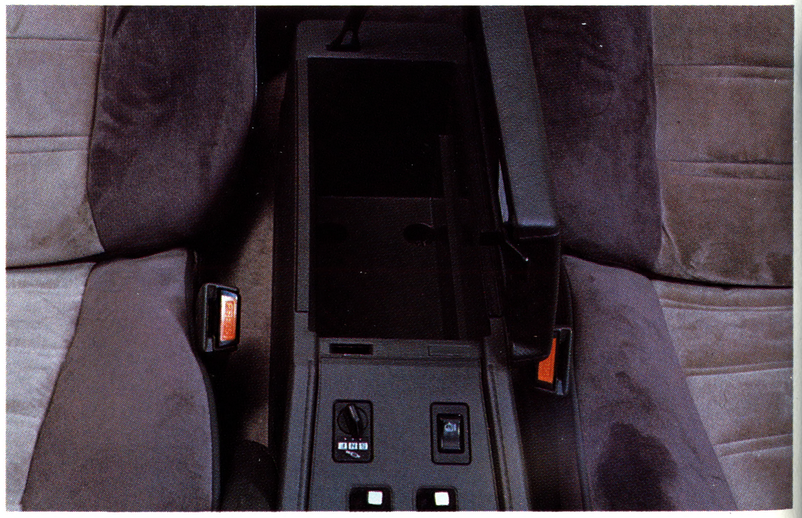
Headlamps on



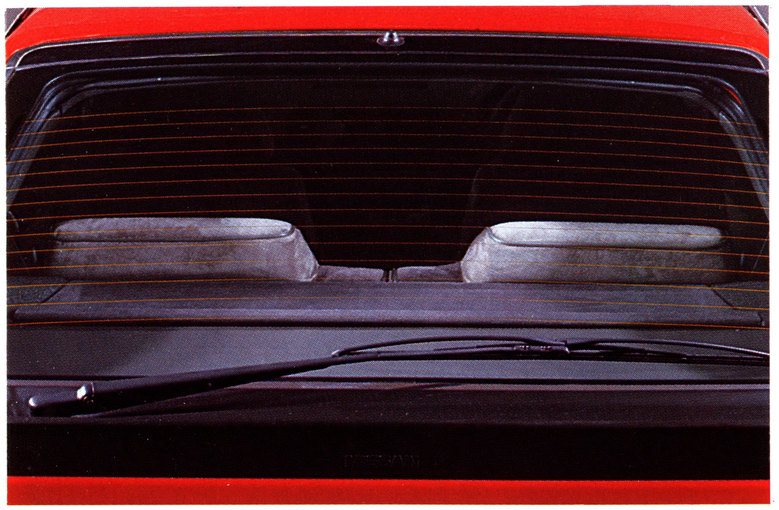
Rear seat is split



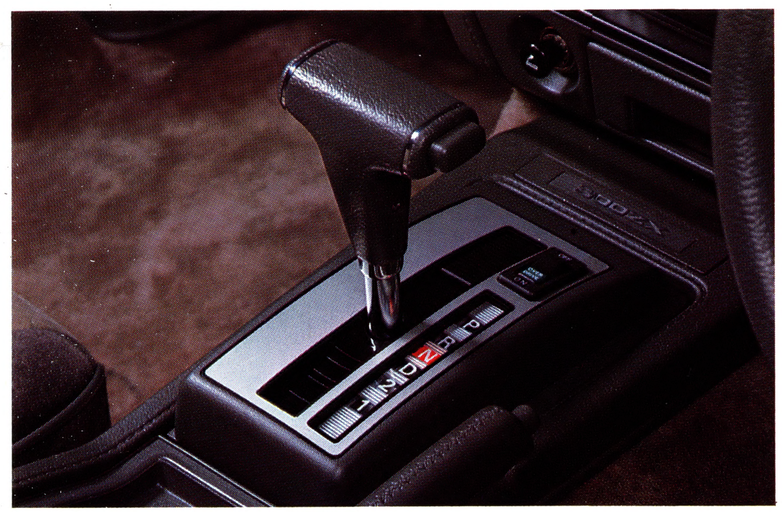
Stylish alloy wheels



Centre console with mirror adjusters



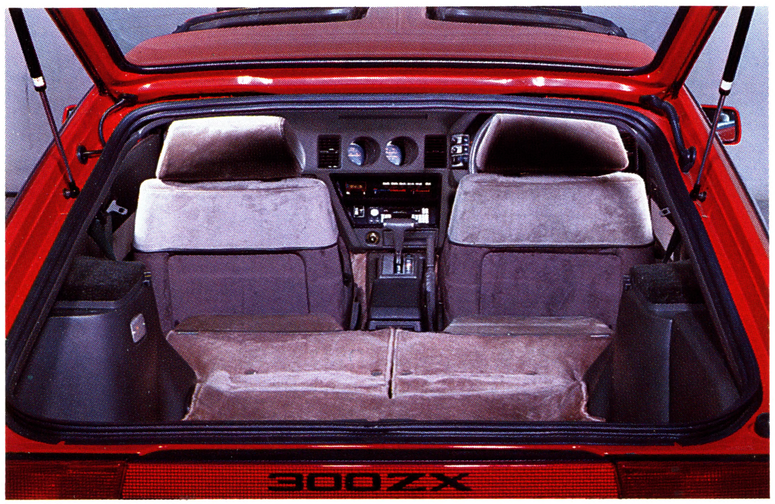
Rear wash/wipe



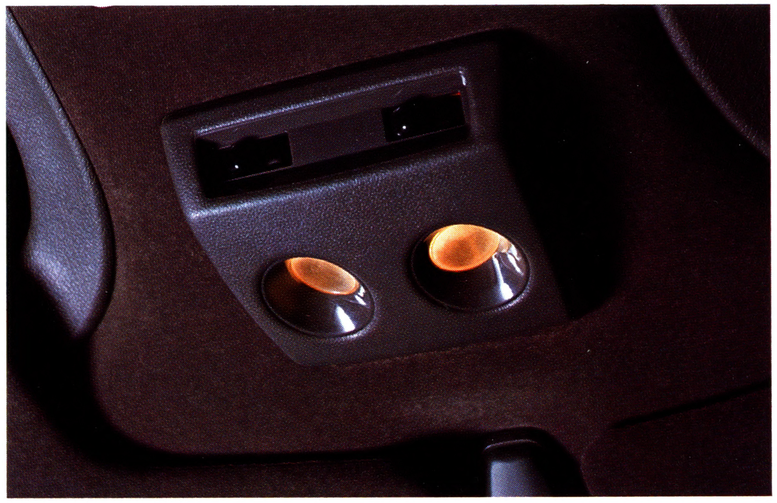
Auto transmission selector



Targa roof panels removed



Tailgate up for loading



Roof-mounted reading lights



Doors have stereo speakers and pockets

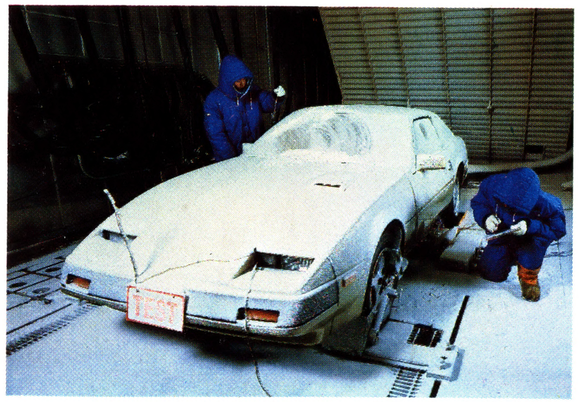
Nissan 300ZX – setting new standards

Nissan's resources for research and development, and the company's track record of incorporating the latest production techniques in its factories are the envy of many other manufacturers.

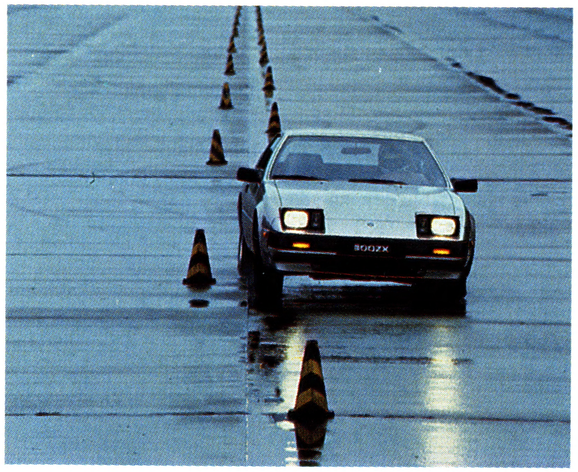
The 300ZX benefits from this commitment to improving efficiency and therefore quality in a number of ways, and we show here some of the efforts made to ensure your 300ZX is up to Nissan's particularly high standards.

All cars go through a leak test to ensure that doors, windows, tailgate, roof panels – even keyholes – are completely watertight.



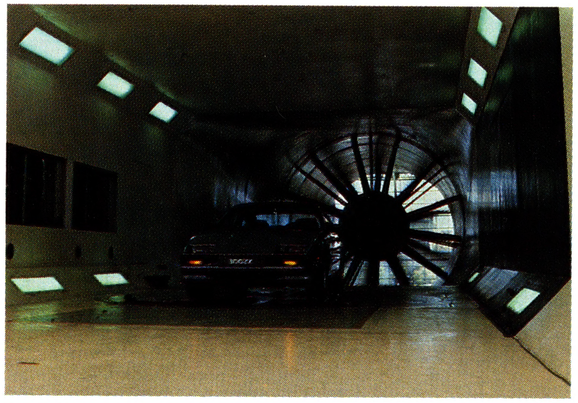


The cold weather test simulated in a specially designed cabin ensures that all the componentry can withstand the equivalent of a night parked outside in sub-zero temperatures. Engineers check not only that the car will start immediately, but also the effectiveness



of the heater and defroster equipment.

Extensive use of private test tracks where very high speeds can be maintained in perfect safety are a vital part of developing steering and suspension systems. The 300ZX has speed-sensitive power-assisted steering which is very light at parking speeds but gives excellent road feel when you are on the move. It also has all-independent suspension which gives a combination of excellent handling and a smooth ride.

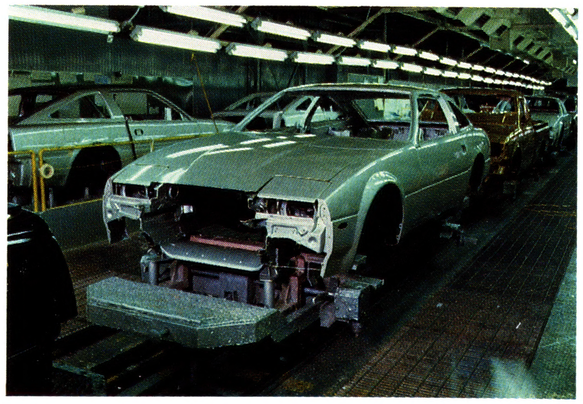


Wind tunnel testing is just one of the modern tools to make cars fuel-efficient. Engine and transmission efficiency are the other side of the story, but a shape that slips through the wind with the fewest possible protrusions gives real savings.



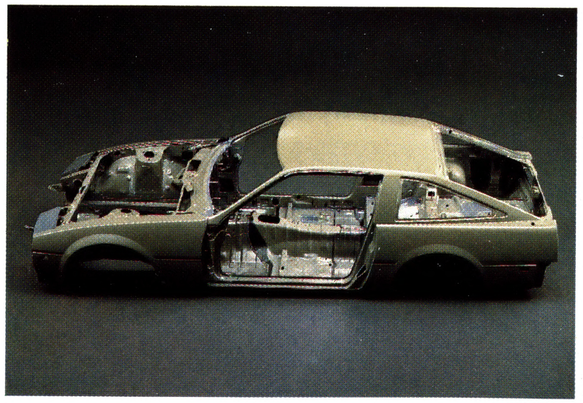
Photograph courtesy of "Motor"

Nissan's assembly line efficiency is a by-word throughout the industry, and



on the 300ZX for instance, every pressed component panel is spot-welded on a jig in a simultaneous operation using a multiwelder. This ensures even welding which gives the most precise finish possible to the body.

All Nissan's cars receive close attention at all stages of production to protect against corrosion. Special steels



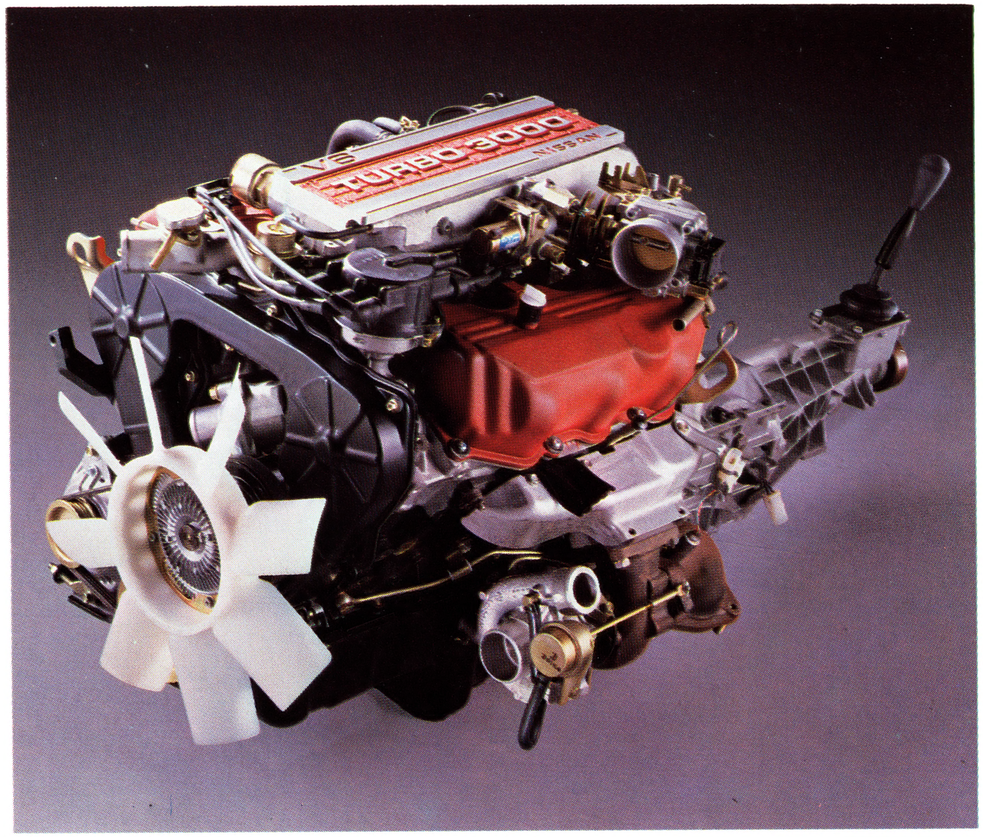
are used in lower parts of the body, wax is injected around the bonnets and doors, and the undercoat is applied with a Cation electrodeposition process.

These measures ensure the quality and durability of the Nissan 300ZX.

SPECIFICATIONS

ENGINE AND TRANSMISSION	ZX	ZX Turbo
V six ohc	■	■
5 speed gearbox	■	■
Automatic transmission	□	
EXTERIOR FEATURES		
Body: 2 + 2 sports		
Locking fuel lid	■	■
Bodyside moulding	■	■
Targa roof	■	■
Metallic paint	□	□
Two-tone paint	□	□
Alloy road wheels	■	■
EXTERIOR/ELECTRIC		
Tinted glass	■	■
Laminated windscreen	■	■
Concealed wipers	■	■
Electrically controlled driver's door mirror	■	■
Electrically controlled passenger mirror	■	■
Dipping rear view mirror	■	■
Heated rear window	■	■
Two-speed and variable intm wipers	■	■
Electric aerial	■	■
Retractable halogen headlamps	■	■
Reversing lamps	■	■
Rear fog lamps	■	■
Lights-on chime	■	■
Headlamp washers	■	■
Electric windows	■	■
COMFORT AND CONVENIENCE		
Power assisted steering	■	■
3 wave band stereo/radio cassette	■	■
Quartz digital clock	■	■
Twin trip recorders	■	■
Courtesy light	■	■
Multi-variable heater fan	■	■
Centre console with oddments box	■	■
Cigar lighter	■	■
Passenger seat walk-in device	■	■
Panel light dimmer	■	■
Delayed fade-off features	■	■
Rear heater duct	■	■
INTERIOR SEATING/FEATURES		
Velour upholstery	■	■
Individually folding rear seats	■	■
Reclining front seats	■	■
Front head restraints	■	■
Driver's seat height adjustment	■	■
Driver's seat lumbar adjustment	■	■
Passenger area carpet	■	■
Load area carpet	■	■
Remote boot opening	■	■
Remote fuel lid opening	■	■
Illuminated lockable glove box	■	■
Door map pockets	■	■
Twin sun visors	■	■
Passenger vanity mirror	■	■

■ – *Standard* □ – *Option*



TECHNICAL	ZX	ZX Turbo
Capacity (cc)	2960	2960
Compression ratio		
Fuel system	Inj.	Inj.
Choke	Auto.	Auto.
Max power (bhp/DIN)/rpm	170/5600	228/5400
Max torque (lb/ft DIN)/rpm	175/4400	242/4400
DIMENSIONS		
Length (ins)	178.5	178.5
Width (ins)	67.9	67.9
Height (ins)	51.6	51.6
Kerb weight (lbs)	3031	3031
Fuel tank cap. (galls)	15.8	15.8
Wheels	390 × 150 TD alloy	7JJ 16 alloy
Tyres	210/60 VR 390 TD	F: 205/55 VR16 R:225/50 VR16

GOVERNMENT FUEL CONSUMPTION TEST MPG L/100 KM	ZX	ZX Auto	ZX Turbo
Constant 56 mph (90 km/h)	37.2	35.3	37.2
Urban cycle	18.7	18.6	19.5
Constant 75 mph (120 km/h)	31.4	31.0	30.7



NISSAN

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Details given in this publication are correct at the time of going to press. However, as Nissan's policy is one of continuous improvement of its products, the right is reserved to change specifications and colours available. Where possible we will amend our publicity material, but we do advise buyers to check with their Nissan dealer the exact details of the vehicle being purchased.

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